





**THE LEGISLATIVE COUNCIL**

**THE LEGISLATIVE COUNCIL**  
A meeting of the Legislative Council was held this afternoon. H.E. Major General Digby Barker, C.B., the Officer Administering the Government, presided and there were also present: Hon. W. M. Goodman, Acting Colonial Secretary; Hon. A. J. Leach, Acting Attorney General; Hon. J. H. G. Mitchell, Acting Registrar General; Hon. C. G. Mitchell-Innes, Colonial Treasurer; Hon. E. A. Cooper, Acting Surveyor General; Hon. W. C. H. Hastings, Acting Harbour Master; Hon. C. P. Chaffer, Hon. H. M. Whitehead, Hon. H. Kail, and Mr. A. M. Thomson, Acting Clerk of Councils. Absent: Hon. P. Ryrie, and Hon. J. J. Kewick.

**THE APPROPRIATION BILL 1891.**

first time. The Acting Colonial Secretary explained that the Bill merely added the extraordinary expenditure of this year to the estimates of this year.

**THE BUILDING ORDINANCE.**

A Bill to amend the Building Ordinance 1889 was read a first time.

**THE MINUTES.**

Mr Whitehead, who arrived at this stage asked leave to suggest an amendment of the minutes by adding the words 'the Government undertaking to appoint a commission,' to the statement that the resolution with regard to quarantine was withdrawn.

His Excellency said the minutes had already been passed and could not be amended. He thought the addition was not necessary, as; although not in the record of the Council, the undertaking had been made was noted in public records.

The Council went into Committee on the Bill. In regard to section 4, which says that the Governor in Council may from time to time make, rescind and vary rules with respect to certain matters, Mr. Whitehead suggested that any variation made in the rules should be submitted to the Legislative Council. The Chamber of Commerce deemed it inadvisable that the Executive Council should have the power to make material alterations in the rules without submitting them to the Council.

The Acting Attorney General said the general course had been adopted and the power given to the Governor in Council was identical with the power of the Board of Trade. The regulations in England were altered by Her Majesty's Order in Council.

Mr Whitehead said, although the customs in the past had been to leave much matter to the Executive, he would think that

was a reason for continuing such a course. He quoted a speech by the late Governor Sir William Des Voeux which favoured the remission of such matters to the Council. It was agreed to leave the section open for consideration along with section 42.

In reference to sub-section 7 of section 42 which provides that every surveyor who demands or receives a fee or remuneration for any survey shall be liable to a penalty not exceeding \$250.

The Acting Attorney General moved, in accordance with a suggestion made by Mr.

The Acting Attorney General said Mr Kewick had made certain objections to the proposed amendments. In regard to section 6, which gives the Harbour Master power to refuse clearance to ships carrying more passengers than allowed by certificate.

Mr Chater asked if private launches were affected by this section.

The Acting Harbour Master said private launches were not affected, as they had no need to obtain clearances.

The Acting Attorney General said Mr Kewick had made certain objections to the proposed amendments.

tion to such classes, but he did not think they had force. Mr. Kosciwicz said the compradore was the party who shipped passengers and knew their number. The compradore, however, was but a servant and the master must be held responsible.

In regard to subsection 22 of section 1 of the Acting Attorney General said Mr. Kosciwicz suggested that the survey of launches should be confined to the survey of the engines and boilers. He thought, however, it was necessary that the vessel flat contained the engines and boilers should

The Acting Attorney General said the sub-clause was introduced in consequence of the fact that the engines might knock on the bottom.

Mr Whitehead suggested that the sub-clause should not apply to private launches. The owners trusted their lives to the launches and would naturally see they were in good condition.

The Acting Harbour Master said that these were private launches not licensed for passengers that did require a good deal of looking after.

The Acting Attorney General said the sub-clause was introduced in consequence

After some discussion it was agreed lot sub-sections 22, 23 and 24 stay over, with a view to allow an amendment exempting purely private launches that not ply for hire, being introduced.

In regard to section 13, which defines the constitution of the Marine Court.

Mr. Whitehead suggested that the Harbour Master or his deputy should not for

The Acting Harbour Master said the object was to have a man of technical knowledge. The Court had dealt mainly with the loss or stranding of vessels or misconduct of officers, in which the Harbour Master or his subordinate had no personal interest.

Mr. Whitehead said the personnel of the Harbour Office had sometimes to give evidence, and the Harbour Master would

own subordinates.

The Acting Attorney General—At the present moment the Governor does not see his way to accept the amendment, but he desired the section may stand over.

The section was allowed to stand over.

Progress was reported at section 18, at the Council resumed.

**MR WHITEHEAD'S QUESTIONS.**

Mr Whitehead gave notice of the following questions and resolution which he proposed to put at next ordinary meeting:

1. As it seems only reasonable that the public should have an opportunity of judging the work done by the Registrar General's Department, will the Government lay on the table copies of the Registrar General's last annual report in the same way as is done with the reports of other departments, and as was formerly done in regard to the department in question.

**MODIFICATION OF THE OPICUM FARM SYSTEM.**

2. With reference to the following paragraph—

The above Estimates of Revenue, compared with the Revenue actual



Between Ostend and Dover was unable to make a landing at Dover, and it was determined that the night boat should be sent to seek shelter elsewhere. The Admiralty steamer is badly damaged, and many people in London have been injured by falling tiles and slates. A chimney stack has been blown down, and a number of persons have been killed. The camp at Shorewell suffered greatly. In Sunderland four persons were seriously injured by the falling of a chimney. At Douglas, Isle of Man, a thrilling spectacle was witnessed, the vessel being driven ashore, and wrecked in the presence of thousands of spectators. The rescued crew of a distressed vessel, the multitude loudly cheered the heroic crew. The *St. James' Gazette*, to-day, contains a full and graphic account of the terrible storm raging on English coasts, and a terrible catalogue of disasters; a ship is expected. Great damage was done.

many parts of the country and, where that the houses are substantial, the loss of the contents is a serious one. The worst of the damage is that which attends an American cyclone. Richmond Park, Bushy Park, James' Park, Hyde Park, and Victoria Park, the trees have been gnawed and the grass has been uprooted. Devonshire and Dorset have suffered greatly by the destruction of crops and trees; and the overflow of rivers adds to general danger and misfortune. In the south, the rain has been everywhere renewed to-day, causing immense damage. The continued rains had filled all the rivers to the top and the traditional deluge caused in the north and in almost every part of the country. The corn and other crops have been carried away, oxen and cattle to be destroyed. The loss, however, is greater in Ireland than in any other part of the country.

[illegible]

wrecked, with loss of life in several places, and the destruction of property at a valuable point. The coasting trade is everywhere, no either staying boats or seeking the first refuge that Owing to the storm at sea, the railroads overburdened with goods traffic, several fine estates have suffered irreparable injury.

London, Oct. 23.—In Buckinghamshire the country to the vicinity of Newport is all submerged, and the lands have been covered for several days. The upper floors of their houses. A fire cutting near Olney Church, undermined by the floods, collapsed this morning, completely blocking up the line. The water is so high that it is impossible to repair the damage in the immediate vicinity. The tide is still rising, and it is already five feet

its normal highwater mark: "A pond the size of the royal gardens at Windsor at the height of the spring freshets." **ROUSSEAU REBELLION.**—**Berlin, Oct. 21.**—The Russian revolution has been on the Bourne in Berlin, on Tuesday, the leading broker, who had been making tentative purchases of Russian Koumbis, suddenly demanding immediate delivery of these securities. There was a great commotion, the speculators were told that their fellow-brokers came to their rescue, panic must have ensued. It has transpired that the banker who made the purchases, was an agent of the Russian government, and, though the reason for his sudden change of mind is not clear, he was carrying out a deliberately plotted cause a panic on the Bourse, the consequent loss to the brokers was refused to participate in the Russian sale of GREAT VARIOUS TYPES OF

experiment over witnessed at Forts where dangerous experiments are of daily occurrence, was effected to-day by the auspices of the Admiralty. Naval and military experts have long been of opinion that the only real proof against the ruinous of torpedoes and which could be relied upon to close rivers and narrow mouthed harbours as Queenstown, from the ravages of fleets, in case of war. It was believed that the only way of testing the invention was tested to-day. It consisted of a boom, thickly studded on its top with formidable steel spikes, together seven-inch steel awl-pieces stretched overboard. Lieutenant Gardner, was the first to make the offering, and the correctness of his assertion, that no vessel would afford the protection desired, was guaranteed that he would either

for the boom, and he finally accepted the idea of a "penetration" to the rear of the boom. The boom was loaned to the helicopter for the experiment. Upon it he mounted massive archaic superstructure, from bow to stern, intended to support the overhauling hawser, the hoist, and the hoist operator, a lieutenant. The lives of all aboard were specially insured for the families, by orders of the Admiralty, whose experts believed that the ship was almost certain death. The impetus for the experiment was given by an actual test of the availability of means of defense alone justified the eyes of the officials. The boom was adjusted across the mouth of the boom, and the boom was a hazardous mission. The start was half a mile away from the boom, high rate of speed was attained

obstruction was heeded. At that moment the lieutenant and his men were in the middle of the hatch. One instant later, the boom, at a speed of nineteen knots, was in the boom. The concussion was all the occupants of the great room so violently against the side of the hatch that they actually seemed to be flying. The stations of Lieut. Sturges would be the last. He was hurled back and the boat flew its way through the air. She jumped nearly clear. The men were hurled back and pressed her against the boom, which held her like a vice. The boat bulged. The boat began to make water. The workmen at her same time before she got free, then they started to pull her out. The boat was then a thin, grey, black, taken off by the

shore. There was much excitement among the spectators, and, though Lieut. Lee's views had been disproved, his and that of his companions were appreciated. The Admiralty officials amply pleased with proof of the efficacy of the boom.



### Mails.

#### NOTICE.

#### COMPAGNIE DES MESSAGERIES MARITIMES.

#### PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID.  
MEMBER-RENTAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA.

ON WEDNESDAY, the 18th November, 1891, at Noon, the Company's Steamship *OXUS*, Commandant CHABON, with MAILS, PASSENGERS, SPOLIE, and CARGO, will leave this Port for the above places.  
Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m. Spoils and Parcels until 3 p.m. on the 17th November, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,  
Agent.  
Hongkong, November 5, 1891. 2100

### NORDDEUTSCHER LLOYD.

#### NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREME, & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.R.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SATURDAY, the 21st day of November, 1891, at 3 p.m., the Company's Steamship *SAIGON*, Captain H. SPURER, with MAILS, PASSENGERS, SPOLIE, and CARGO, will leave this Port for the above places, calling at GENOA.

Shipping Orders will be granted till 5 p.m. on the 20th November. Cargo will be received on board until 1 p.m., Spoils and Parcels until 10 a.m. on the 21st November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.  
For further Particulars, apply to  
MELOHERS & Co.,  
Agents.  
Hongkong, October 26, 1891. 2031

### U. S. MAIL LINE.

### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.  
City of Peking, WEDNESDAY, Nov. 25.  
City of Rio de Janeiro, SATURDAY, Dec. 19.  
City of Honolulu, THURSDAY, Jan. 12/92.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 25th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

#### RATES OF PASSAGE.

From HONGKONG, First Class.  
To San Francisco, Vancouver, Victoria, Equinault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00  
To Liverpool and London .... \$325.00  
To Paris and Bremen .... \$345.00  
To Havre and Hamburg .... \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months ..... \$337.50  
12 months ..... \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, October 31, 1891. 2003

### Mails.

#### CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

#### PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India, Tuesday, 8th Dec.

Empress of Japan, Tuesday, 8th Jan.

Empress of China, Tuesday, 2nd Feb.

THE R. M. S. *EMPEROR OF INDIA*, 5,000 tons, Captain O. P. MAHARAJ, R.N.R., sailing at Noon, on TUESDAY, the 8th December, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOREA and YOKOHAMA.

#### RATES OF PASSAGE.

(In Mexican Dollars.)  
From Hongkong, First Class.

TO

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Cal., 225 338 394

San Francisco, Cal., 225 338 394

Winnipeg, Man., 275 413 482

Minneapolis, St. Paul, Duluth, Minn., 285 428 499

Chicago, Ill., Kansas City, St. Louis, Mo., 195 443 517

Milwaukee, Wis., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., 305 458 534

Buffalo, Niagara Falls, Detroit, Mich., 315 468 543

Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., 325 478 556

Liverpool, London, via Liverpool and London, 345 498 576

Havre, via Liverpool and London, 355 508 586

Bremen, 365 518 596

Hamburg, 375 528 606

Second class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fare and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarkation at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Passengers must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

DODWELL, CARILL & Co.,  
Agents.  
Hongkong, November 11, 1891. 2126

### Occidental & Oriental Steam-Ship Company.

#### TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

#### PROPOSED SAILINGS FROM HONGKONG.

Oceanic, THURSDAY, Dec. 8.

Victoria, Equinault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$225.00

To Liverpool and London .... \$325.00

To Paris and Bremen .... \$345.00

To Havre and Hamburg .... \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
4 months ..... \$337.50  
12 months ..... \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, November 12, 1891. 2128

### Notices to Consignees.

#### FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Iphigenia*, Capt. L. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Honorable & Messrs. W. & A. GOSWAMI & Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,  
Agents.  
Hongkong, November 14, 1891. 2137

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

#### FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 12th Instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, November 10, 1891. 2120

### INSURANCES.

#### THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of £100,000 on First-class Risks at current rates.

DUNN, MELBAY & Co.,  
Agents.  
Hongkong, September 19, 1891. 1802

### QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of £100,000 on First-class Risks at current rates.

NORTON & Co.,  
Agents.  
Hongkong, July 15, 1887. 1340

### SHARE LIST—QUOTATIONS.—Nov. 10, 1891.

Stocks

Hongkong and Shanghai Bank Corp. 30,000 \$ 125 all 164 1/2 prem., cash

New Issue 10,000 \$ 100 all 100

Bank of China, Japan and Straits, Ltd. 99,875 \$ 10 1/2 110 1/2 1/2

Bank of India, Ltd. 1,200 \$ 1 1/2 1 1/2

Marine Insurance Co., Ltd. 10,000 \$ 25 1/2 50 1/2 105, sales

China Trade Insurance Co., Ltd. 24,000 \$ 33 1/2 20 1/2 261, cash

North China Insurance Co., Ltd. 1,000 \$ 10 1/2 20 1/2 260

Straits Insurance Co., Ltd. 30,000 \$ 10 1/2 20 1/2 261

Union Insurance Society Co., Ltd. 10,000 \$ 25 1/2 20 1/2 261, buyers

Yonghe Insurance Association, Ltd. 8,000 \$ 10 1/2 20 1/2 73

China Fire Insurance Co., Ltd. 20,000 \$ 10 1/2 20 1/2 267

Shanghai Fire Insurance Co., Ltd. 20,000 \$ 25 1/2 20 1/2 261, sales

Straits Fire Insurance Co., Ltd. 20,000 \$ 10 1/2 20 1/2 267

Tire and Marine Insurance Co., Ltd. 10,000 \$ 1 1/2 1 1/2 312

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### Intimations.

#### WING HONG.

TAILOR, DRESS & OUTFITTER,  
JUST RECEIVED  
A LARGE STOCK OF  
FANCY FLANNELS, SERGES, SCOTCH  
TWEEDS, CHINESE SILKS.

AT KINGS OF  
WINTER WOOLLEN CLOTHS on hand.

227 SELLING AT LOWEST PRICES, "SEE  
also,  
BEST TAILOR WORK AND PERFECT FIT  
GUARANTEED.  
Please call in and try.  
68, QUEEN'S ROAD CENTRAL. 2050

TRADE MARK.

CALBECK, MACGREGOR & Co.,  
Wine and Spirit Merchants,  
13, QUEEN'S ROAD,  
Hongkong, August 18, 1891. 1612